THE PANAMA CANAL

TARIFF No. 12

SCHEDULE OF RATES FOR SUPPLIES AND SERVICES FURNISHED TO SHIPPING AND ALLIED INTERESTS AT THE PANAMA CANAL

(SUPERSEDING PANAMA CANAL TARIFF No. 11
AND ALL SUPPLEMENTS THERETO)

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IN EFFECT JULY 1, 1936

THE PANAMA CANAL PRESS
MOUNT HOPE, C. Z.
1936

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THE PANAMA CANAL
PANAMA RAILROAD COMPANY
EXECUTIVE OFFICE

BALBOA HEIGHTS, C. Z., *July 1, 1936.*

1. Effective as of July 1, 1936, Tariff No. 12, containing a schedule of rates for supplies and services furnished to shipping and allied interests at the Panama Canal, will supersede Panama Canal Tariff No. 11 and all supplements thereto.

J. L. SCHLEY,
Governor, The Panama Canal,
President, Panama Railroad Company.

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GENERAL CONDITIONS.

1. The rates fixed herein for supplies and services furnished to shipping and allied interests at the Panama Canal by The Panama Canal and the Panama Railroad Company, are subject to change at any time, but it is the intention to keep them as stable as possible and to make changes only when conditions make such action necessary. Unless specifically fixed otherwise, these rates shall be applied wherever similar supplies or services are furnished.

2. Prices generally will be fixed at a reasonable figure, which will be a slight advance over the original cost, including the expense of transportation and handling.

3. The rates for service of equipment quoted herein apply primarily to the Canal Zone. For service of equipment over an extended period, or under special conditions, or outside of the Canal Zone (accompanied by Panama Canal or Panama Railroad Company personnel), except as specifically provided in the tariff, special rates will be made with the approval of the Governor.

4. For rental or use of equipment or property outside of the Canal Zone (not accompanied or operated by Panama Canal or Panama Railroad Company personnel) and in the Canal Zone where no rates are provided, special rates and conditions will be made.

5. Except as otherwise indicated, all rates quoted in this tariff are for services performed within the regular working hours of the particular activity by which the service is provided. Any additional expense incurred by reason of the performance of work outside of regular working hours will be made the subject of an additional charge, based on actual cost plus prevailing surcharges.

Item 1.

AGENCY FEES.

1. The Panama Railroad Company, through the Receiving and Forwarding Agent, is prepared to act as agent for any vessel using Panama Canal facilities when such vessel has no other local agent to look after its interests.

2. The agency fee is $25 per vessel. This fee covers the services ordinarily performed by a local agent, such as boarding the vessel to ascertain its requirements, arranging for purchasing fuel and other supplies, sending cablegrams and mails, securing bills of health, having consular documents visaed and similar services. For obtaining a consular bill of health, only, see Item 19.

3. The handling of agency work for vessels stopping at Canal Zone ports for handling cargo requiring soliciting cargo or passengers, handling claims, etc., will be subject to special arrangement.

Item 2.

MEASUREMENT OF VESSELS.

1. For making an original measurement of a vessel to determine its Panama Canal tonnage and issuing certificate thereof:

Launches and other craft up to 5 tons	Free
Over 5 tons gross to 20 tons gross, Panama Canal measurement	$5.00
Over 20 tons gross to 100 tons gross, Panama Canal measurement	10.00
Over 100 tons gross to 300 tons gross, Panama Canal measurement	25.00
Over 300 tons gross, Panama Canal measurement	50.00

Item 3.

TOLLS.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity as determined by the Panama Canal Rules of Measurement $1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity as determined by the Panama Canal Rules of Measurement ..... .72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton ..... .50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton 1.20
5. Tolls may not exceed the equivalent of $1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of $0.75 per net registered ton so determined.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal by prearrangement from Cristobal to Balboa and return for the sole purpose of having repairs made at Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage and for handling lines as provided for in the current tariff or supplements thereto.

Item 4.

PILOTAGE.

1. Charges for port pilotage are based upon maximum draft; rate per foot, or fraction thereof, provided such fraction equals or exceeds six inches $2.00
2. Pilotage is furnished under three classes; viz: (*a*) transit pilotage, (*b*) port pilotage, and (*c*) offshore pilotage.
3. Transit pilotage applies only to vessels transiting the Canal. It covers the actual transit; and, in connection therewith, berthing at terminals for the sole purpose of bunkering and/or repairs.
4. There is no charge for transit pilotage, except for vessels transiting the Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops, in which case a charge for pilotage will be made upon the maximum draft in salt water; rate per foot, or fraction thereof, provided such fraction equals or exceeds 6 inches each way 5.00
5. Port pilotage applies to vessels visiting terminal ports without transiting the Canal; and also to vessels which, in addition to transiting the Canal, stop at either terminal and there receive or discharge passengers or freight. All vessels, including vessels transiting the Canal, using a port in the Canal Zone as a terminus for the discharge of freight or passengers or for receipt of freight or passengers, will be charged port pilotage both on entering and leaving port. Vessels transiting the Canal and using the port at either end of the Canal solely for the purpose of securing repairs, fuel, or supplies or for the purpose of allowing the through passengers to land or transit the Isthmus by train, will be charged pilotage only for entering the port prior to transiting the Canal, and for leaving the port after having transited the Canal; except that no pilotage charge will be made, out or in, for through ships stopping at either terminal for one-half hour or less without going to a dock. No charge for pilotage will be made against a vessel solely on account of its acceptance or delivery of mails originating in or destined for the Canal Zone or the Republic of Panama. No port pilotage charge will be made against local vessels under 65 feet in length and

drawing not over 6 feet of water when such vessels are registered in the Republic of Panama or in the Canal Zone, and are plying only between ports of Panama and the Canal Zone, provided such vessels are in charge of an operator who is licensed to operate such vessels in Canal Zone waters.

6. Pilotage will not be charged when a vessel is shifted from one berth (at dock or permanent mooring) to another berth (at dock or permanent mooring). This exemption does not cover and will not apply in the case of a vessel shifted from anchorage to dock (or permanent mooring); or the reverse. Vessels assigned temporarily to anchorage on arrival pending availability of berth at dock, will not, however, be assessed additional pilotage charge by reason of such double maneuver; and the same general principle will govern in the case of outgoing vessels.

7. Offshore pilotage applies to vessels taking pilots outside Atlantic breakwaters. For this service there will be made (additional to port pilotage in cases where the latter is also applicable) a charge, per vessel, of..... $25.00

8. Pilotage will not be charged against a vessel stopping in the Canal prism solely for the purpose of embarking or disembarking passengers traveling only from one terminal of the Canal to the other.

9. Vessels transiting the Canal and making a substantial reduction in favor of Panama Canal and Panama Railroad Company employees from regular passenger rates charged by such vessels between the Isthmus and United States ports, will not be charged pilotage solely by reason of embarking or disembarking passengers and their baggage, when such passengers are employees of The Panama Canal or Panama Railroad Company.

10. Vessels delaying transit of the Canal by anchoring in Gatun Lake for the purpose of taking fresh water or for other purposes involving no charges against the vessel under other provisions of this tariff, will be charged a flat rate to compensate the Marine Division for additional expense incident to such delay, as follows:

    If the delay is for one hour or more, but not to exceed 12 hours..... 60.00

    If the delay is for more than 12 hours..... 75.00

Item 5.

TUGS, SUPPLY BOATS AND LAUNCHES.

1. Large tugs:

(*a*) For harbor work, shifting berth, work around piers or locks, and short tows in Gaillard Cut and elsewhere:

First hour or fraction thereof	$35.00
Each succeeding quarter-hour or fraction thereof	8.75

(*b*) For tug service involving a trip to sea beyond the breakwater, Cristobal, or more than one hour beyong the sea buoys, Balboa:

First hour or fraction thereof	40.00
Each succeeding quarter hour or fraction thereof	10.00
When the U. S. S. *Favorite* is used for such service, the minimum charge will be for 5 hours	200.00

(*c*) For towage through the Canal from or to either entrance to the Canal, anchorage in harbor or dock, whether loaded or in ballast:

Per net vessel ton, Panama Canal measurement	.20
Per displacement ton, Panama Canal measurement	.10
Minimum charge for vessel towed alone	450.00

(NOTE—When vessels are compelled to take tugs owing to obstructions in the Canal, or when channels may be constricted during construction work, no charges are imposed for tugs.

(*d*) The Canal reserves the right to tow through the Canal, at its convenience, vessels having a tonnage of 1,500 net tons or less, Panama Canal measurement; also the right to take more than one vessel at one time. If more than one vessel is towed at one time, minimum charge will be $650, divided in proportion to the tonnage of the vessels towed, Panama Canal measurement, with a minimum charge for either vessel of $200.

(*e*) U. S. S. *Favorite:*

For such service as would ordinarily be performed by a tugboat.....Same rate as for large tugs

(*f*) "Overdraft" vessels:

Any vessel arriving at a terminal port of the Panama Canal for transit with a mean draft in excess of that allowed under the New International Load Line Regulations for the tropical zone as determined by American

Bureau of Shipping, Lloyd's Register or other certified credential, will be required to take the services of a Panama Canal towboat from Balboa Sea Buoys to Gamboa Reach and from North end of Atlantic Locks to Buoy No. 3 in Cristobal Harbor, or vice versa. The Canal, however, reserves the rights to assign a tug to any vessel when conditions exist that make it advisable in the interest of safety, regardless of draft. The charge for this service will be at the tariff rate of $35 per hour, with a maximum charge of $400 each way.

2. Small tugs:

(*a*) *Indio:*

Per hour—

First hour or fraction thereof	$15.00
Each succeeding quarter-hour or fraction thereof	3.75

Per day—

First day (of 24 hours) or fraction thereof	150.00

Time in excess of any 24-hour period to be charged for at the rate of $15 per hour but not to exceed $150 for such excess over a 24-hour period.

(*b*) *Siri:*

First hour or fraction thereof	10.00
Each succeeding quarter-hour or fraction thereof	2.50

(*c*) Supply boats:

First hour or fraction thereof	25.00
Each succeeding quarter-hour or fraction thereof	6.25

3. Launches:

For launches *Cone* and *Rodman*:

First hour or fraction thereof	10.00
Each succeeding half-hour or fraction thereof	5.00

For launches *Cotinga*, *Dolphin*, *Empire*, *Eunice*, *Heron*, *Hisbiscus*, *Jacana*, *Jessop*, *Margarita*, *Nard II*, *Owl*, *Pato Real*, *Toucan:*

First hour or fraction thereof	7.00
Each succeeding half-hour or fraction thereof	3.50

For launches *Atlantic*, *Azimuth*, *Bassett*, *Bonito*, *Chilibre*, *Cormorant*, *Cruces*, *Dorothy*, *Egret*, *Goodwill*, *Hawk*, *Helen Louise*, *Hyacinth II*, *Mary B*, *Pelican*, *Snook*, *Swallow*, *Tarpon*, *Teal*, *and Tuna:*

First hour or fraction thereof	5.00
Each succeeding half-hour or fraction thereof	2.50

For launches *La Garza*, and motor sailer *No. 11763:*

First hour or fraction thereof	$4.00
Each succeeding half-hour or fraction thereof	2.00

4. Salvage service:

(*a*) U. S. S. *Favorite:*

When called for salvage work—

First 24 hours or fraction thereof, minimum	1,500.00
Hours in excess of first 24—	
Per hour or major fraction thereof	65.00

(*b*) Tugs:

When called for salvage work—

First 24 hours or fraction thereof, minimum	1,200.00
Hours in excess of first 24—	
Per hour or major fraction thereof	50.00

(*c*) The salvage rates will apply from the time the equipment leaves its home station or place where diverted from other work to salvage work, until return to home station or to place where other work is resumed.

(*d*) In general, salvage rates will be charged for (1) assisting a stranded vessel, (2) for picking up a disabled vessel in the open sea, and (3) for trip to sea in response to a call for assistance, whether or not assistance is actually rendered, except that, as a general rule, when a tug is requested for the purpose of picking up and towing a becalmed sailing vessel at sea or towing a vessel from one port to another involving a trip to sea, the regular tariff rate for tug service involving a trip to sea in paragraph 1-*b* of Item 5 will be charged from time the equipment leaves its home station or place where working, until its return thereto.

(*e*) Since commercial salvage companies have established adequate stations in the Caribbean area and are in position to take care of all salvage operations, The Panama Canal, as a general policy, will not engage in salvage operations outside of Canal Zone waters except where emergency exists, the emergency to be determined by the Marine Superintendent. However, The Panama Canal will continue its policy of answering calls for assisting vessels into port when disabled within a distance of approximately a thousand miles by the nearest sea route from the Atlantic or the Pacific terminal of the Canal.

5. Trips through Gaillard Cut:
   (*a*) Between Gatun and Pedro Miguel.....per passenger..... $4.00
   (*b*) Between Gatun and Gamboa.....per passenger..... 2.00
   (*c*) Between Gamboa and Pedro Miguel.....per passenger..... 2.00

   The minimum charge for use of tug *Favorite* or other large equipment will be $40 for the short trips and $80 for trips between Gatun and Pedro Miguel. For launch *Eunice* and other small equipment, the minimum charge will be $40 between any of the points listed above.

6. Special excursion rates:
   (*a*) Steamship tourist agents have at various times requested The Panama Canal to make a reduction in the regular hourly rates for the use of tugs and launches for tourist excursions to points of interest in Canal Zone waters, and along the Atlantic and Pacific coasts such as Fort San Lorenzo, Porto Bello, San Blas, and Pearl Islands, and for flat rates per day or per trip, according to the length of time and/or the number of passengers.
   (*b*) Tugs and launches are primarily maintained for use in connection with the transit of vessels through the Canal and for ordinary harbor work, and The Panama Canal cannot guarantee the availability of such equipment for tourist excursions considerably in advance. Neither is it in position to name flat rates per day or per trip.
   (*c*) When such trips require the use of equipment for periods of twelve (12) hours or less, a reduction of 25 percent in the hourly rate will be made for all idle time due to passengers being on shore at points to be visited. There will be no reduction for a fraction of an hour.
   (*d*) When such trips extend over twelve (12) hours, a reduction of 25 percent will be made for each full hour over the first twelve (12), in addition to the reduction of 25 percent for idle time during the first twelve (12) hours.
   (*e*) If the tug *Favorite* is used, the rate will be the same as for large tugs in paragraph 1-*a* of Item 5 without making the additional charge provided for trips to sea covered in paragraph 1-*b* of Item 5.

(*f*) Reductions in (*c*) and (*d*) also apply to (*e*).

(*g*) Information regarding equipment which may be available for such trips, number of passengers, etc., may be obtained from the Marine Superintendent.

Item 6.

BARGES, LIGHTERS AND SCOWS.

1. Coal barge *No. 2*, oil barge *No. 37*, and cargo lighters *Nos. 205* and *206*:

First day or fraction thereof	$20.00
Each succeeding half-day or fraction thereof	10.00

2. Charges will be made at the above rates from the time equipment leaves its official station until return, based on 24 hours per day.
3. When lighters are furnished to a ship at a berth at the request of the ship, solely to expedite the discharge and loading of same, or to a ship discharging explosives in the bay, the regular charge for lighters will be made, including the usual charges for wharfage, stevedoring, transferring and towage, except, that, if the Receiving and Forwarding Agent, to reduce the cost of transferring cargo, uses lighters to discharge or load ships at berth, no charge will be made for the lighters or the wharfage thereon.

Item 7.

CRANES, FLOATING, DRY DOCK AND LOCOMOTIVE.

1. For services of crane boat *Atlas*, first hour or fraction thereof	$35.00
Each succeeding half-hour or fraction thereof	17.50
2. For services of derrick barge, per hour or fraction thereof	30.00
Tug service will be charged for extra, at the published rates.	
Charge will be made for all working time and time in transit, and time that barge and crew are held at working point by request of the interest for which the barge is working.	
These rates cover both straight and overtime service.	
3. For services of wrecking barge *No. 91* without crew but covering the fuel and ordinary material used in operating barges, per hour or fraction thereof	10.00
Material specially drawn for the work on which engaged will be charged for at regular prices.	
4. For services of the floating cranes *Ajax* and *Hercules*, first hour or fraction thereof	50.00
Each succeeding half-hour or fraction thereof	25.00
These rates include only the regular crew of the cranes; any additional force, as well as all towing and similar charges, will be extra at the usual rates.	
Charge will be made for all working time and time in transit, and time held at working point by request of the interest for which the crane is working.	
5. Drydock cranes:	
First hour or fraction thereof	12.00
Each succeeding quarter-hour or fraction thereof	3.00
6. Locomotive cranes, less than 75-ton capacity, with crew:	
First hour or fraction thereof	10.00
Each succeeding half-hour or fraction thereof	5.00
7. Locomotive cranes of 75-ton capacity, with crew:	
First hour or fraction thereof	12.00
Each succeeding half-hour or fraction thereof	6.00
8. For wrecking cranes of 100-ton capacity:	
First hour or fraction thereof	30.00
Each succeeding half-hour or fraction thereof	15.00
(NOTE.—The rate for 100-ton wrecking cranes includes locomotive service in handling cranes from and to their regular stations. An addi-	

tional charge of $20 for locomotive service will be made for moving cranes of less than 100 tons capacity, to and from work.)

9. Fifty-ton cargo crane—Pier No. 8, Cristobal:

For first hour or fraction thereof	$10.00
Each succeeding quarter hour or fraction thereof	2.50

(NOTE.—All stevedoring operations in connection with the use of this crane will be performed by the forces of the Panama Railroad Company, at tariff rates.)

Item 8.

INSPECTION OF VESSELS (ANNUAL).

1. Fees for annual inspection of vessels, including the cost of the certificate as well as the cost of inspection, and examination of the vessel, will be charged as follows:

(*a*) For each row or sail boat or panga equipped with detachable motor	$1.00
(*b*) For each vessel under 15 gross tons	5.00
(*c*) For each vessel of 15 gross tons or over and not exceeding 100 gross tons	10.00
(*d*) For each gross ton in excess of 100 tons	.05

Item 9.

HANDLING LINES.

1. For each man furnished by The Panama Canal on board vessels for the purpose of handling lines and locomotive wires on board such vessels, to promote their safety while being passed through the locks, charge will be made as follows:

Complete transit of Canal—	
24 hours or less	$4.00
Each additional 12-hour period or fraction thereof	2.00
Partial transit of Canal—	
Between Cristobal and Gatun Lake	2.00
Between Cristobal and Paraiso Mooring	3.00
Between Balboa and Paraiso Mooring	2.00
Between Balboa and Gatun Lake	3.00
Between Paraiso Mooring and Gatun Lake	2.50
From Cristobal to Gatun Lake, remain aboard vessel, and return to Cristobal	4.00
Boarding vessel and debarking without making transit on account of vessel failing to start through Canal for reasons other than the fault of The Panama Canal	1.50

2. For each man furnished by The Panama Canal on board vessels, to provide a sufficient number to handle lines when necessary to shift vessels from one dock or berth to another ..... per job 2.00
3. No charge will be made for handling lines at docks on the arrival or departure of a vessel, but, whenever launch service is used in connection with tying up a vessel, a charge will be made for launch service at rates fixed in this tariff.
4. Subsistence of seamen handling lines will be furnished by vessels and, where vessels have not the facilities to furnish subsistence, the necessary meals will be provided by The Panama Canal for account of the vessel at the following rates:

For seamen handling lines—each, per meal	0.30
For gold employees—each, per meal	0.50

Item 10.

MOORINGS.

1. No mooring charge will be made if moorings are occupied solely for taking on coal or supplies, or for the convenience of the Canal.
2. No mooring charge will be made against vessels transiting the Canal that are permitted to occupy moorings at the discretion of the Port Captains, to land or embark passengers, baggage, mail or small packages of freight, when mooring is occupied for one-half hour or less.
3. Vessels at mooring buoys for more than one-half hour and less than 5 hours will be charged two-thirds of the daily rate.
4. Vessels at mooring buoys for 5 hours and not more than 24 hours ..... per day.... $25.00
   Each succeeding day or fraction thereof ..... per day.... 10.00
   (Exception—If the mooring charge for any vessel is in excess of the charge for wharfage at a dock, the rates for wharfage, Item 11, shall apply.)
5. Local owners of small boats may obtain permission to use as "tie-up stations," such available space at docks and moorings, Balboa, as may be designated by the Port Captain. Charge for this service will be made as follows:
   Craft, under 65 feet, over-all length, per lineal foot, per month ..... .50
   Craft, 65 feet and up to 125 feet, inclusive, overall length, per lineal foot, per month 1.00
   When handling cargo or passengers for hire, the regular wharfage rates will apply for the period of such activity.
6. Under no circumstances will vessels be permitted to transfer cargo direct from one to the other at mooring buoys, unless there is no berthing space available at any of the piers. (See Paragraph 26, Item 34.)

Item 11.

WHARFAGE.

1. The following rates apply to vessels using the wharves for the purpose of transacting their commercial business, such as discharging and/or receiving cargo, passengers, or mail.
2. Sailing vessels, barges, lighters, rafts, and similar craft without power:
   (*a*) Whose greatest registered length does not exceed 100 feet (per lineal foot per day)..... $0.05
   (*b*) When clearing from wharf within five (5) hours after berthing, two-thirds ($\frac{2}{3}$) of the regular daily wharfage rate, with a minimum charge of 1.00
   (*c*) Whose greatest registered length exceeds 100 feet, (per lineal foot per day)..... .10
3. *Steam or power-driven vessels, including all auxiliary vessels:*
   On greatest registered length (per lineal foot per day)..... .15
4. "Per day" is interpreted to mean a period of twenty-four (24) hours from the time of the berthing.
5. All sailing vessels whose greatest registered length exceeds 100 feet, and all steam or power driven vessels including auxiliary vessels clearing from wharves within five (5) hours after berthing, two-thirds ($\frac{2}{3}$) of the regular daily wharfage rate.
6. The full daily rate to be charged for any part of a day that wharves are occupied after the first day; except that when a vessel occupies a berth all or any part of three (3) hours after the termination of a twenty-four (24) hour period, one-fourth ($\frac{1}{4}$) of the daily rate will be charged for that time.
7. All vessels using the wharves, except those hereinafter specifically exempted on account of receiving coal, supplies, fuel, repairs, or for transferring cargo alongside another vessel, or for fumigation, will be charged the full wharfage rates.
8. Vessels coming to the wharves for the purpose of receiving supplies from The Panama Canal or Panama Railroad Company, such as water, commissary supplies and stores, or fuel oil from companies maintaining stocks of fuel oil in the Canal Zone or for fumigation at their

own request, will be granted a 50 percent reduction from the regular wharfage rates, unless they transact business in excess of the exemption allowed in paragraph 11, when full wharfage rates will be charged.

9. No wharfage will be made against vessels using the coal wharves for the purpose of securing coal. During the coaling period, such vessels may take water and other supplies, permit their through passengers to go ashore, or receive fumigation, without a charge for wharfage being made.
10. No wharfage charge will be made against a vessel remaining at the coal wharf for the purpose of completing or accomplishing services allowed during the period of coaling, as noted in the preceding paragraph, or for the convenience of The Panama Canal or the Panama Railroad, when in the discretion of these interests, the holding of the berth is not detrimental to the best interests of The Panama Canal or the Panama Railroad, as judged by their representatives. If a vessel, after coaling is completed, desires to hold the berth to the detriment or inconvenience of The Panama Canal or Panama Railroad, a wharfage charge will be made at half the regular rates for the full time docked, but under no circumstances will a vessel be allowed to occupy a berth beyond the coaling period when another vessel is waiting for a berth to secure coal.
11. If a vessel occupying a coal wharf, and taking coal, transacts commercial business to the extent of receiving or discharging a total of one or more tons of cargo, or ten or more bags of mail, or three or more passengers; a wharfage charge will be made at the regular rates.
12. No wharfage charge will be made against vessels docked at any wharf for the sole purpose of having repairs made by the Mechanical Division of the Canal, or for the convenience of the Marine Division in making survey or investigation of accidents. During the period of receiving repairs, survey, or investigation of accidents, such vessels may take on supplies and allow their passengers shore privileges or receive fumigation without charge for wharfage.
13. If vessels remain at wharves after completion of repairs, survey, or investigation, wharfage charges will be

assessed under the same conditions applied to vessels at the coal wharves, as provided in paragraphs 10 and 11 above.

14. When one ocean-going vessel is allowed to lie alongside another vessel at the piers, the wharfage charge for the outer vessel shall be one-half ($\frac{1}{2}$) of the regular tariff. When small floating equipment such as banana boats and barges delivering bananas or other raw native products, lie alongside a vessel at the wharf, the full wharfage charge will be made. (See paragraph 26, Item 34, covering rates and regulations for transferring cargo between vessels.)

15. When a vessel does not come to a wharf, but transfers cargo or passengers between ship and shore in lighters or other floating equipment, charge shall be made against the vessel for wharfage on the equipment used at the regular rates provided in this tariff; except when mail only, amounting to ten bags or less, is received or discharged by launch, no charge shall be made against the vessel for wharfage of such launch.

Item 12.

SHIFTING BERTH.

1. Whenever in the judgment of the Receiving and Forwarding Agent, or Captain of the Port, it is deemed advisable to shift any vessel in order to accommodate other vessels, or for any other reason, shifting will be made by direction of the Captain of the Port, and the towing expenses thereby incurred will be charged against the vessel so shifted.

Item 13.

RIGHT OF BASIN.

1. Any craft of over ten (10) Panama Canal gross tons, except vessels owned and operated by the United States, Panamanian, and Colombian governments, anchoring or tying up and remaining in Canal Zone waters, inactive, for a period of more than thirty (30) consecutive days at any location where the regular mooring or wharfage charges published in this tariff are not applicable, will be subject to right-of-basin charge. No charge will be made if the craft is removed within thirty (30) days for a consecutive period of five (5) days beyond the three (3) mile limit of Canal Zone waters, but, if it remains in Canal Zone waters for more than thirty (30) days, the charge will be made for all time from the time of arrival in Canal Zone waters, provided the right-of-basin charge shall not exceed the published mooring or wharfage charge for the same period of time.
2. For private or commercial self-propelling and/or seagoing craft (including sailing vessels), the charge will be per Panama Canal gross ton per day or fraction thereof..... $0.005
3. For all other craft not in the foregoing class, such as house boats, lighters, barges, and similar floating equipment, the charge will be per Panama Canal gross ton per day or fraction thereof..... 0.005
   but not exceeding, per vessel per day or fraction thereof 0.20
4. The Marine Superintendent of The Panama Canal shall determine the status of the craft and the charge applicable thereto.
5. Bills against craft in Canal Zone waters north of Gamboa will be prepared by the Port Captain, Cristobal.
6. Bills against craft in Canal Zone waters south of Gamboa will be prepared by the Port Captain, Balboa.

Item 14.

QUARANTINE.

1. Subsistence, lodging, etc., in quarantine or detention, per day:	
For cabin passengers	$3.00
For steerage passengers, seamen, enlisted men of the U. S. Army and Navy, etc.	1.50
For children between the ages of 5 and 12 years	½ rate.
For children under 5 years	Free.
2. Guards for ships passing through the Canal in quarantine:	
For each quarantine guard	40.00
For each quarantine officer	50.00
3. Fumigation services:	
(*a*) Fumigation of vessels—	
Actual cost of labor and materials, plus 20 percent surcharge, to which will be added a charge for supervision and depreciation of equipment, as follows—	
For vessels under 1,000 tons	10.00
For vessels between 1,000 tons and 3,000 tons	15.00
For vessels over 3,000 tons	20.00
(Net U. S. Registered Tonnage.)	
When fumigation service is rendered at the request of the vessel on Sundays or holidays, the total charge will be increased 50 percent.	
(*b*) Deratization exemption inspection of vessels—	
For vessels which are docked	10.00
For vessels in Balboa or Cristobal basin or in quarantine anchorage	15.00
For vessels in transit through the Canal (if convenient to the Quarantine Division)	25.00
4. Night quarantine service:	
For inspection after sunset on night of arrival if vessel or airplane arrives prior to 10 p. m., from ports not subject to yellow fever quarantine—	
Passenger vessels	25.00
Other vessels	15.00
Airplanes	5.00
5. Special demand quarantine service:	
For special inspection at any time during the 24 hours—	
Passenger vessels.....each	25.00

Other vessels.....each..... $15.00
(Such special inspection between sunset and sunrise will not be made for vessels from ports subject to yellow fever quarantine.)
For such special inspection between sunset and sunrise where immigration service is required—
Additional charge against each vessel..... 5.00
Special demand quarantine is an additional service offered by The Panama Canal and does not affect or change procedure already in force.

Item 15.

RAT GUARDS.

1. Rat guards.....each..... $3.50
(NOTE.—Rat guards will not be loaned to vessels. They may be purchased at the above price from the Receiving and Forwarding Agent at Cristobal or Balboa.)

Item 16.

ASHES AND GARBAGE.

1. Ashes may be removed from vessels to cars alongside vessels. The charge for switching and unloading the cars will be at the rate of $12.50 per car. If labor is furnished to remove the ashes from the vessels the charge will be for actual labor plus 15 percent.

2. Garbage must be placed in covered garbage cans on docks at times specified by the Panama Railroad Company, for the removal of which a charge of 40 cents per can will be made.

Item 17.

CUSTOMS FEES.

1. Fees will be collected by Canal Zone customs officers for certification of the following documents:

(*a*) Invoice of returned American goods, in triplicate or quadruplicate $1.00

(*b*) Certificate of goods purchased by importer, in triplicate or quadruplicate 2.50

(*c*) Certificate of goods not purchased by importer, in triplicate or quadruplicate 2.50

(*d*) Landing certificate, including oaths of master and mate 2 50

(*e*) Declaration of inspected household goods, in triplicate or quadruplicate 1.00

(*f*) Certificate to extra copies of invoice or other document (except certificate of inspection), each 1 00

2. In order to facilitate the discharge of passengers from vessels after the usual working hours at the terminal ports of the Canal, the following additional customs regulations have been established:

(*a*) The Bureau of Customs shall furnish customs inspectors for supervision of the landing of passengers and/or inspection of passengers' baggage between the hours of 6 p. m. and 7 a. m., and on Sundays and holidays, only upon request of the master or authorized agent of any vessel calling at the ports of Balboa and Cristobal.

(*b*) A charge will be made for such services against the vessel for which the service is rendered on the basis of ..... 5.00 for each customs inspector engaged between the hours of 6 p. m. and 11 p. m., or fraction thereof, on any work day, and ..... 10.00 for each inspector engaged after 11 p m.; and for service on Sundays and holidays a charge of ..... 10.00 will be made for each inspector engaged between the hours of 7 a. m. and 6 p. m., and 6 p. m. and 11 p. m.

(*c*) The number of customs inspectors who may be required to inspect passengers' baggage of any vessel will be determined by the Chief Customs Inspectors, or designated subordinate officers, based on their information and knowledge of the requirements.

Item 18.

MEDICAL AND HOSPITAL TREATMENT.

1. Ward treatment for seamen, $3 per day. Operations, 25 percent of scheduled price, that is, from $1.25 to $125. X-ray examinations, $1.50 to $15. Office consultation at hospital or dispensary, $2; surgical dressings without consultation, $1.

2. Treatment in ward, passengers in transit and others, $5 and $6 per day; in private room, $7.50 and $9 per day. Charges for operations, X-ray examinations, and other services are at scheduled prices and are in accordance with charges for the same services in other hospitals. Office consultation at hospital or dispensary, $3 and $5; surgical dressings without consultation, $1.50.

3. When a private bathroom, used by one patient only, is furnished, a charge of $2 per day will be made; when used by two patients occupying rooms connecting with common bathroom, $1 per day. Telephone service in private rooms, when furnished, will be charged at the rate of $1 per week or fraction thereof.

4. A visit of physician to a vessel alongside dock, $5; to a vessel in harbor at anchor, or transiting the Canal, $10; to a vessel at outer anchorage, Balboa, $25; except for visits to two or more in the same family, or two or more members of crew, in which case full price will be charged for first, and $2.50 for each additional patient. Launch service for such visits, after the first hour, will be charged for at the rate of $3 for each half-hour or fraction thereof. When a physician has to remain on ship, while in transit through Miraflores Lake, due to inability to complete his services while at Miraflores or Pedro Miguel Locks, a charge of $7.50 will be made in addition to the regular charge for visit of a physician to a vessel transiting the Canal.

Item 19.

BILLS OF HEALTH.

1. For obtaining a consular bill of health at the request of a vessel, a charge of $5 will be made in addition to the consular fees.

Item 20.

TELEPHONES.

Telephone connections to vessels at Balboa and Cristobal:	
First week, or fraction thereof	$5.00
Each succeeding week or fraction thereof	2.00

Item 21.

CABLEGRAMS AND RADIOGRAMS.

1. For advising the Panama Canal at the Isthmus by cable or radio of deposit of funds with the Treasurer of the United States to cover payment of tolls, supplies, services, etc., each $5.00
2. Where cable or radio replies are required, the cost of such replies should be prepaid or covered by deposit.

Item 22.

COAL.

1. The Panama Railroad Company will supply coal to vessels, including warships of all nations, from its coaling plants in Cristobal and Balboa at the prices hereinafter quoted.

2. The coal carried in stock is the quality Pool No. 1, U. S. Navy Standard, Pocohontas or New River Run-of-Mine, and can be supplied in any quantity desired for bunkers.

3. Vessels desiring to purchase coal at the Panama Canal should communicate their requirements to the Captain of the Port, either at Cristobal or Balboa (preferably before arrival so as to allow the coaling plant time to prepare itself to make prompt delivery), stating grade and quantity of coal desired, expected time of arrival, etc. The Port Captain receiving the order will transmit it to the office of the Receiving and Forwarding Agent at Cristobal.

4. Every effort will be made to expedite the coaling of all vessels, but agents and masters of vessels will facilitate prompt delivery by furnishing full information of services desired as much in advance as possible.

5. The prices of coal and the rates for services in connection with its delivery are as follows:

	Per ton of 2,240 lbs.	
	Cristobal-Colon.	Balboa.
(*a*) Coal delivered to vessels at Coaling Plants, trimmed in bunkers—		
First 250 tons	$7.75	$10.75
Second 250 tons	7.00	10.00
All over 500 tons	6.50	9.50
(*b*) Coal delivered to vessels by lighters from Cristobal Coaling Plant, trimmed in bunkers—		
First 250 tons	8.25	.....
Second 250 tons	7.50	.....
All over 500 tons	7.00	.....

A flat charge of $52.50 for lighterage on any quantity delivered will be made in addition to the basic price per ton.

(*c*) For sacking lump coal for galley use, or other grades of coal, in addition to the basic price per ton—

	Per ton of 2,240 lbs.	
	Cristobal-Colon.	Balboa.
Labor, etc.	$3.00	$3.00
Sacks, when furnished by Coaling Plant	2.00	2.00

If delivery is made at points other than the Coaling Plant, an extra charge covering the cost of delivery will be made.

6. When request is made by vessel for trimming on deck, between decks, or for special trimming in bunkers for the convenience of the vessel, the cost of such services will be charged for in addition to the basic price per ton.

Item 23.

FUEL AND DIESEL OILS.

1. Fuel oil and Diesel oil per barrel of 42 gallons, delivered to vessels at either Cristobal or Balboa..... Prices on quoted application.
2. Handling oil into and out of private tanks, each way, per barrel of 42 gallons..... $0.04

Oils having a viscosity in excess of 1,100 seconds at 86 degrees F. (Saybolt-Furol) will not be handled by The Panama Canal oil plants, except by special arrangement which may involve an extra charge for pumping. The flash point of oil to be stored in the Canal Zone shall not be lower than 150° F., as determined by the Pensky-Martens closed tester, U. S. Bureau of Mines Standard. Fuel oil having a specific gravity at 60/60° F. greater than 0.99 will not be accepted. (*Extract from "Rules Governing the Storage of Fuel Oil at Canal Terminals."*)

3. All oils will be handled to and from storage through The Panama Canal's pumping plant. The General Storekeeper at Balboa should be advised as to the approximate dates that steamers are due to arrive with oil either at Cristobal or Balboa, so that necessary arrangements may be made for handling.

Item 24.

WATER.

1. Canal Zone:

To vessels—

Alongside of dock, through hose, per 1,000 gallons	$0.50
Minimum charge, regardless of quantity	3.00
Delivered to ships at anchor by floating equipment—	
Per thousand gallons	.50
Plus regular charge at hourly rates for the tug, supply boat, or other equipment used.	
Charges are based upon even 1,000 gallons, 500 gallons or over being charged as 1,000 gallons.	
Delivered to ship by tug while engaged in towing ship, per 1,000 gallons	2.00
Minimum charge shall be for 1,000 gallons.	

To individuals (nonemployees) and companies in the Canal Zone and employees for commercial use—

Metered water—	
Per 1,000 gallons	.20
Minimum charge per month	1.50
(NOTE.—If two or more meters have been installed for one customer for his convenience, the above rate and minimum charge will be applied on the consumption of each meter separately.)	
Unmetered water—	
Family quarters, nonhousekeeping, per month	2.00
Two and 4-family houses per month	2.50
Cottages per month	3.00
Official and other large 2-story, 1-family houses, per month	4.00

2. Colon:

Alongside of dock, per 1,000 gallons (minimum charge, $3)	.50
Minimum charge for quantities less than 1,000 gallons furnished small vessels	.50

3. Gatun Lake:

Vessels crossing Gatun Lake may take feed water without charge, but permission therefor must have previously been obtained from the Captain of the Port.

Item 25.

PROVISIONS AND SUPPLIES.

1. Prices will be quoted on lubricants, cordage, ships' chandlery, standard articles for ships' use; and price lists furnished on meats, cold storage products, groceries, bakery products, fruits, vegetables, etc., on request by the Boarding Officer, Captain of the Port, or department concerned.

2. Medical supplies may be purchased in unbroken lots from the General Storekeeper, Balboa, C. Z., at reasonable rates based on current invoice prices.

3. Delivery by launch:

(*a*) A flat charge of $3 for launch service will be made for each delivery to vessels in the harbor at Balboa or Cristobal.

(*b*) Full tariff rate for launch service will be charged for each delivery to vessels at the outer anchorage at Balboa.

Item 26.

LAUNDRY.

1. Laundry will be called for and delivered to ship by the Ancon Laundry at reasonable rates, quoted on application.

2. Laundry service furnished as follows (except on Sundays and holidays):

(*a*) For ship transiting the Canal northbound—

Laundry received at the Ancon Laundry before 9:30 a. m. will be forwarded on the train scheduled to arrive at Cristobal at 2:30 p. m. the same day. Laundry received from 9:30 a. m. to 2:00 p. m. will be forwarded on the train scheduled to arrive at Cristobal at 6:25 p. m. the same day.

(*b*) For ship transiting the Canal southbound—

Laundry received at the Ancon Laundry on the trains scheduled to leave Cristobal at 7:25 and 11:00 a. m. will be delivered to ship upon arrival at Balboa.

(*c*) For ship docking at Balboa—

Laundry received up to 2:00 p. m. will be delivered to ship the same day.

(*d*) For ship docking at Cristobal—

Laundry received at the Ancon Laundry on the train scheduled to leave Cristobal at 7:25 a. m. will be returned on the train scheduled to arrive at Cristobal at 2:30 p. m. the same day. Laundry received on the train scheduled to leave Cristobal at 11:00 a. m. will be returned on the train scheduled to arrive at Cristobal at 6:25 p. m. the same day.

(*e*) All information contained in (*a*), (*b*), and (*d*) above, is subject to continuance of present train schedule, as published in Panama Railroad Time Table No. 42.

Item 27.

HOTELS.

HOTEL WASHINGTON.

EUROPEAN PLAN.

ROOMS

	DAILY ROOM RATES.	
	1 person.	2 persons.
Grade.		
A Private tub and shower bath	$6.00	$8.00
1 Private tub and shower bath	5.00	7.00
2 Private tub and shower bath	4.00	6.00
3 Private tub and shower bath	3.50	5.50
3 Shower bath only	3.50	5.50
4 Shower bath only	3.00	5.00
5 Without bath [1]	2.50	4.50

[1] Grade 5 rooms rented only in connection with other rooms with bath.

HOTEL TIVOLI.

EUROPEAN PLAN.

ROOMS

	DAILY ROOM RATES.	
	1 person.	2 persons.
Grade.		
Parlor and bedroom	$8.00	$12.00
A Private tub and shower bath	5.00	7.00
1 Private tub or shower bath	4.00	6.00
2 Private tub	3.50	4.50
3 Without bath	2.50	4.00
4 Without bath	2.50	3.50

Item 28.

DIVERS.

1. For the first 4 hours, or fraction thereof, from the time of arrival at point of diving $60.00

   For each subsequent hour or fraction thereof 10.00

   The expenses of transporting the diving outfit from its regular location to the dock or wharf nearest to the scene of operations will be charged for extra.

   Launch service between dock or wharf and scene of operations, however, is included in the charge.

Item 29.

DRYDOCKS.

1. Rates:

The following tonnage rates will be charged for drydocking vessels at Panama Canal shops in all cases except where the actual cost is greater, in which event the actual cost, calculated as indicated below under "Minimum Charges" will apply—

	Balboa, length 1,000 ft.	Cristobal, length 385 ft.
Men-of-War. Per ton, actual displacement tonnage—		
For docking day	$0.15	$0.15
For each lay day	.12	.12
Army and Navy transports, colliers, hospital ships, and supply ships. Per gross ton, Panama Canal measurement—		
For docking day	.15	.15
For each lay day	.12	.12
Merchant steamers. Per gross ton, Panama Canal measurement—		
For docking day	.15	.15
For each lay day	.12	.12
Merchant sailing vessels. Per net ton, Panama Canal measurement—		
For docking day	.15	.15
For each lay day	.12	.12
Minimum charges—		
The minimum charge for drydocking will be the actual cost of setting blocks and hauling the vessel, plus per diem charges to cover pumping, supervision, and the use of the drydock, applied as follows—		
When drydocked alone—		
For the first day	250.00	100.00
For each lay day	125.00	60.00
When drydocked with other vessels in pay status—		
For the first day	125.00	60.00
For each lay day	62.50	30.00
Except that for vessels of less than 125 gross tons, Panama Canal measurement, the charges will be—		
For the first day	.....	40.00
For each lay day	.....	30.00

2. Cargo on board vessels when docked will be charged at the same rate per bill-of-lading ton as the vessel herself. Bunker fuel in excess of the quantity permitted by the Canal rules to be retained on board a vessel in ballast when passing through the Canal, will be charged as cargo.

3. The charge for docking and undocking will begin when the floor of the dock is dry unless work of scraping the bottom is performed as the water goes out. In that case the charge will begin when the keel of the vessel lands on the blocks. Captains desiring to have scraping done as the water goes down should inform the dockmaster before entering the dock.

4. Unless undocking is delayed by the vessel, time in dock will terminate when the vessel is afloat and the dock gates open for her removal.

5. If flooding the dock and opening the gate are delayed after completion of work, on account of lack of tide, lack of tugs, or for other cause attributable entirely to The Panama Canal, no charge will be made against the vessel for this delay, but if after the dock gates are open the vessel can not be immediately removed from the dock for reasons attributable to ship or her owners this time will be charged at regular docking rates.

6. No charge will be made for Sundays or holidays when work is not performed on the vessel. If work is performed on these days regular rates will be charged.

7. The rate for docking and undocking will cover 24 hours from the time charges begin. Each lay day will cover 24 hours.

8. The full docking or lay day rate will be charged for time in dock in excess of four hours on any day. For any time less than four hours, half rates will be charged, provided that not less than the full rate for docking and undocking will be charged under any conditions regardless of the length of time in dock.

9. If the dock is wholly or partially prepared for a vessel and she fails to enter she will be charged at regular rates for the work actually done, provided no other vessel is waiting to dock. If another vessel is waiting to dock, the vessel for which the work was done will be charged for docking and undocking at the regular tonnage rates.

10. If the vessel is not ready to enter the dock at the time set for docking but later enters it without the docking of any other vessel between, she will be charged for any expense incurred by The Panama Canal in holding the dock for her, provided no other vessel is waiting to dock. If another vessel is waiting to dock the time of docking will run from the hour appointed for docking provided the dock was ready; otherwise from the time the dock was ready.

11. The rates for docking and undocking cover the arrangement of ordinary blocks, hauling the vessel into and out of the dock, pumping the dock and shoring the vessel, and no extra charge will be made for keeping the dock dry. Special blocking and shores and the cost of cutting out and replacing blocks and shores in connection with repairs, including the cost of the blocks and shores destroyed, will be charged extra at regular rates.

12. The rates for docking and undocking also cover the use of floats, staging, trestles, etc., in connection with cleaning and painting the vessel or making repairs. The cost of work performed in rigging staging, etc., will be charged for at the regular rates.

13. The rates for docking and undocking cover also the services of drydock cranes in connection with preparing the dock, and with handling and arranging ordinary blocks, shoring and gangway brows, when docking and undocking the vessel.

14. Services of the drydock crane not covered in the foregoing paragraph will be charged for at the regular rate per hour or fraction thereof provided for in this tariff or supplements thereto.

15. Shores, blocks, staging, or other dock equipment damaged or destroyed by the ship or her crew, except as a result of fair wear and tear, will be charged at regular rates.

16. Any unusual expense involved in docking a vessel will be charged against the vessel.

17. Vessels lying at wharves solely for the purpose of waiting to enter dock will not be charged wharfage.

Item 30.

REPAIRS TO VESSELS.

1. The Canal is equipped with modern shops capable of effecting all classes of marine repairs. Work is performed on a "Time and Material" basis, or in special cases, at a flat rate.
2. When a vessel in distress has to discharge cargo in order to lighten the ship for repairs, the Panama Railroad Company will stevedore the cargo ex and per, perform the handling and store cargo while vessel is undergoing repairs, at a flat rate of $2 per ton on general cargo, and at a corresponding reduction from the regular rate on special commodities as listed in this tariff, Item 34, paragraph 1 and 2, subject to special arrangement between Panama Railroad Company and representatives of vessel.

Coal will be unloaded, stored, and redelivered at the rate of $3 per ton of 2,240 pounds. (Charcoal and coke at the same rate per ton of 40 cubic feet.)

Item 31.

ELECTRIC CURRENT.

1. For metered current consumed by individuals (nonemployees) and companies in the Canal Zone and by employees of The Panama Canal and Panama Railroad Company for commercial use:

First 150 kw.-hr., per month	per kw.-hr.	$0.04
Next 49,850 kw.-hr. (151 to 50,000)	per kw.-hr.	.025
Over 50,000 kw.-hr.	per kw.-hr.	.02
Minimum charge for any one user	per month	1.00

NOTE.—If two or more meter connections are made for one user for different classes of service or for his convenience, the above sliding scale and minimum charge will be applied separately for each meter.

2. All services shall be metered.
3. Above rates do not include lamp renewals or repairs to wiring systems or appliances.

Item 32.

RECHARGING FIRE EXTINGUISHERS.

Recharging	each	$0.75
Extra charges furnished	each	.75

Extinguishers are recharged at Balboa or Cristobal fire stations. Transportation to and from the stations to be borne by the interests concerned

Item 33.

COMPRESSED AIR.

The rate for compressed air is based on the size of outlet at the point of delivery, as follows:

Size of outlet.	Per hour.
¾-inch	$0.75
1-inch	1.25
1¼-inch	2.00
1½-inch	3.00
2-inch	5.00

Minimum charge will be for 1 hour. Each succeeding quarter-hour or fraction thereof at one-fourth of the above rates.

Charge for making connection will be in addition to time above.

Item 34.

STEVEDORING AND TRANSFERRING CARGO.

(*Definition of terms used.*)

Ton.—Unless otherwise stated, a ton in this tariff is 2,000 pounds or 40 cubic feet, at the option of the Panama Railroad Company.

Transferring.—Removing of cargo from the cleared slings of delivering vessels to within reach of receiving vessel's tackle, either directly or with an interval of storage on piers, in cars, or lighters.

Stevedoring.—(*a*) Removing cargo from ship's hold (including winchmen), landing on piers, lighter, or cars, at the option of the Panama Railroad, and clearing slings. (*b*) Receiving at ship's tackle on pier, lighter, or cars, at the option of the Panama Railroad, making up slings, and stowing cargo in ship's hold (including winchmen).

Handling.—The removal of cargo from cleared slings of delivering carrier to cars, freight house or storage, or delivery of cargo from cars, freight house or storage to within reach of tackle of receiving vessel.

Rehandling.—Any picking up, assorting, separating, or other handling of cargo made necessary by any cause, not the fault of the Panama Railroad Company.

Wharfage.—Charges made against vessel for occupying berths alongside wharves or piers, based on length of vessel. Has no relation to cargo.

Transportation.—The charge for hauling cargo to a point beyond that of steamer discharge.

Demurrage.—Charge made for use of Panama Railroad Company equipment beyond the time limits specified in this tariff.

Overtime.—Overtime is paid hourly employees for work performed on Sundays and holidays and after a straight shift of more than 10 hours. This amounts to 50 percent over regular rates, which additional amount is chargeable against the interest requesting the overtime work.

Transit cargo.—Cargo consigned to the Isthmus, but whose covering documents clearly indicate a destination beyond the Canal Zone.

Transfer cargo.—That covered by through bills of lading to points beyond Isthmus.

Local cargo.—That for delivery at point where discharged from steamer, or originating at point of embarkation.

Routed cargo.—Cargo covered by bills of lading in which on-carrier is designated.

Unrouted cargo (or first line cargo.).—Cargo covered by bills of lading in which no mention is made regarding the on-carrier from the Canal Zone.

Explosives.—Includes black powder, dynamite, blasting powder, blasting caps, cartridges, detonating fuses, detonators, gun cotton-gun powder, nitroglycerin, trinitrotoluol and similar high explosives, as distinguished from materials which are merely highly inflammable.

"*Hold for orders*" *cargo*.—Cargo so designated on shipping papers, billed to, or originating at a Canal Zone port for ultimate consignment beyond the Isthmus. Such cargo is stored on the piers at Cristobal or Balboa, original negotiable bills of lading exchanged for negotiable warehouse receipts, and may be shipped or reshipped in such quantities and at such times as the owner thereof may desire.

1. Stevedoring:	CARGO Ex	CARGO Per
(*a*) General Cargo.....per ton.....	$0.20	$0.25
(*b*) Cotton, wool, kapok, hemp, bark, leather, hides, hay, straw, and similar commodities.....per ton of 2,000 lbs.....	.40	.50
If offered on measurement basis, rates will be the general cargo rate.		
(*c*) Boilers, locomotive parts, machinery, railroad cars, etc., scrap machinery, and scrap boiler, etc., and other heavy weights of over 2 tons.....per ton.....	.35	.40
(*d*) Structural steel, iron pipe, etc., over 35 feet long.....per ton.....	.35	.40
(*e*) Loose brick, conduit, sewer pipe, terra cotta and tile.....per ton.....	.35	.40
(*f*) Loose scrap iron of irregular shape, pieces not over 2 tons.....per ton.....	.40	.50
(*g*) Lumber, switch and cross ties.....per M. ft. BM.....	.70	.85
(*h*) Rough timber and logs.....per ton.....	.40	.50
(*i*) Piling.....per linear ft.....	.01	.00¾
(*j*) Horses, mules, and donkeys.....per head.....	.70	.85
(*k*) Cattle.....per head.....	.50	.60
(*l*) Calves, goats, dogs, hogs, and sheep, per head.....	.35	.40
(*m*) Live stock, when crated.....per ton.....	.70	.85
(*n*) Mail, baggage, and specie.....per ton.....	1.00	1.25

		CARGO Ex	Per
(*o*) Explosives	per ton	$2.00	$2.00
(*p*) Nitrates	per ton	.35	.40
(*q*) Bananas	per ton	.45	.45

2. Transferring cargo between vessels:

From cleared slings of the delivering carrier to the slings of the receiving carrier—

(*a*) General cargo per ton $1.80

(*b*) Cotton, wool, kapok, hemp, bark, leather, hides, hay, straw, and similar commodities, per ton of 2,000 pounds 3.25

If offered on measurement basis, the general cargo rate will apply.

NOTE.—Rubber will be stevedored and transferred as general cargo.

(*c*) Mail, baggage, and specie, and valuable goods, at *ad valorem* rate ..... per ton 3.00

NOTE.—When actual weight of mail, or baggage (including container) is not shown on ship's papers, ordinary mail (letters and prints) will be handled at an average weight of 40 pounds per sack; U. S. parcel post mail at an average of 60 pounds; other parcel post at an average of 100 pounds and baggage at 75 pounds per piece.

(*d*) Explosives ..... (per ton) 4.00

(*e*) Horses, mules, and donkeys ..... (per head) 2.00

(*f*) Cattle ..... (per head) 1.50

(*g*) Calves, goats, dogs, hogs, and sheep ..... (per head) 1.00

(*h*) The rates on animals above apply on shipments of 25 or less; on shipments of more than 25 the charge for transferring will be one-half the above rates, with a minimum of 25 animals at the full rates.

(*i*) Live animals, when crated ..... (per ton) 2.00

Live animals in transit will not be received before the connecting steamer has berthed unless the delivering carrier has made arrangements for their care, pending the arrival of connecting steamer.

(*j*) An additional charge of one-sixteenth of one percent ..... 1/16 of 1% of its value will be made for the safekeeping of specie, valuable goods, or any other commodity on which freight is charged

on an *ad valorem* basis as per bill of lading or on account of which the Panama Railroad Company assumes a greater liability than the maximum liability per package specified in paragraph 22 below.

Minimum charge on specie, per shipment $2.50

(*k*) Automobiles set up on wheels, unprotected ..... each 10.00

3. Isthmian cargo:

(*a*) For handling inward and outward local general cargo across piers at Cristobal and Balboa, per ton 1.00

On other commodites, one-half of the rates specified in paragraph 2, items "*b*" to "*k*," inclusive.

NOTE.—Bills will be made against the delivering or receiving line, as the case may be, and in case of shipments consigned to the Panama Canal or Panama Railroad Company, which are purchased delivered on dock at Cristobal or Balboa, such charges will not be accepted by the consignee.

(*b*) Cargo for Colon landed on the piers at Cristobal will be delivered at the option of the Panama Railroad Company, either through the freight house or on cars on public team track.

If delivery is requested in cars at some place in the terminal other than on public team track, an additional charge will be made for switching, per car 7.50

Arrangement for delivery in cars must be made prior to commencement of discharge of cargo, otherwise, a charge will be made for rehandling, per ton ..... .75

NOTE.—Delivery must be taken within 72 hours after cargo is ready for delivery. If it remains on hand longer than 72 hours, storage or demurrage charges will be made as provided for in this Tariff or supplements thereto.

(*c*) Cargo from Colon will be received only at the local freight house or in cars on designated tracks. Arrangements must be made with the Receiving and Forwarding Agent regarding the time outward cargo will be received by him.

(*d*) Cargo for Panama landed on the docks at Balboa will be delivered at Panama at the option of the Panama Railroad Company either through the local freight house or from cars on team track. In addition to the handling charges specified in paragraph (*a*) of this section, a charge of 75 cents per ton on general cargo and one-half the transfer rates on special commodities, except hay and straw, will be made against the delivering line for transporting the cargo from Balboa to Panama. Delivery must be taken within 72 hours after the cargo is ready for delivery; otherwise storage or demurrage charges will be made. The minimum charge for transportation for each shipment will be the basic rate per ton or per head, with the exception of specie, on which the minimum charge will be.....per ship..... $5.00

(*e*) Cargo from Panama for delivery to vessels at Balboa docks will be received only at the local freight house, Panama, or in cars on designated tracks. The rates for transportation from Panama to Balboa, and for handling across docks to ship's side will be the same as those fixed for inward cargo in paragraphs (*a*) and (*d*). The minimum charge for transportation for each shipment will be the basic rate per ton or per head, with the exception of specie, on which the minimum charge will be, per ship, $5.00.

(*f*) By prior arrangements, inward and outward local shipments may be received and delivered at Balboa docks, when, in the opinion of the Receiving and Forwarding Agent, such procedure seems desirable.

(*g*) All shipments of lumber and pig iron for local delivery shall be accepted at docks operated by the Panama Railroad Company.

(*h*) The above rates apply on shipments for The Panama Canal, Panama Railroad Company, and United States Government.

4. The Panama Railroad Company reserves the right to refuse all explosives, highly inflammable or other dangerous cargo. Gasoline, oil and grease, acid, explosives, and other inflammable or dangerous cargo accepted for transshipment in quantities deemed unsafe for storage on the piers may, in the discretion of the Receiving and Forwarding Agent, be stored in cars in the open yard, while awaiting the arrival of the on-carrying vessel. All "in transit" gasoline in cases will be stored in cars until reforwarded. A charge at the rate of $1 per car per day, or fraction of a day, will be made against the delivering vessel for the period the cars remain under load in this service. Cargo stored under the provisions of this rule will not be subject to the regulations and charges of Paragraph No. 1 of Item 35—Storage on Piers.

5. *Explosives.*—Shipments of ammunition for small arms (in cartridge or shell fully assembled) and pyrotechnic supplies, not exceeding in the aggregate one (1) ton weight or measurement, may be landed at either the Cristobal or Balboa terminal docks upon observance of normal precautions to insure safe handling.

The stevedoring, handling, and transferring of explosives will be subject to the regulations governing the conduct of vessels carrying this class of cargo as provided in Rules and Regulations Governing Navigation of the Panama Canal and Adjacent Waters.

6. For extra labor used in the following:

(*a*) Stevedoring cargo at request of receiving carrier so as to permit of its discharge at more than one port.

(*b*) Shifting cargo in hold in order to secure proper working room, or from one hatch to another.

Cost of service, plus fifteen percent (15%).

(*c*) For rehandling, weighing, or sorting cargo on piers, for convenience of consignee, shipper, or vessels, per ton..... $0.75

7. When carriers request the Panama Railroad Company to work cargo on Sundays or holidays, which entails additional expense to the Panama Railroad Company on account of "overtime" paid its laborers, such additional expense will be charged to the steamship line making the request, in addition to the regular rates per ton. Vessels shall work nights, Sundays and holidays at the request of the steamship agent or of the Receiving and Forwarding Agent, if conditions at the terminals so necessitate.

When work is prevented by rain, Panama Railroad laborers will be held 30 minutes for account of the Panama Railroad Company, and at the expiration of which time, unless requested by the representative of the vessel to hold them longer, at vessel's expense, will be dismissed for the balance of the shift. The free allowance of 30 minutes will be made only once during a shift. Labor waiting for vessel to dock or to be rigged, or on account of broken or faulty gear, or lack of power, will be billed against the vessel at actual cost, plus 15 percent.

8. When a receiving carrier orders cargo and fails to lift it, charges will be made as follows:

If in cars, switching, per car..... $10.00

If on piers, rehandling, per ton..... .75

9. For any additional appliances, machinery, wrecking cranes, etc., necessary to discharge or deliver cargo due to the fact that cargo can not be handled by ship's gear, regular rates provided for such service.

A vessel taking sand or gravel for ballast will be charged 25 cents per ton to cover switching of cars and use of pier, in addition to regular wharfage charges.

10. The minimum charge per ship for stevedoring and handling, or transferring cargo will be 25 cents.

11. All handling of cargo on docks operated by the Panama Railroad Company will be done by forces of the Panama Railroad Company. Vessels desiring to stevedore their own cargo will be permitted to do so only on condition that such vessel or the owners or agents operating the same shall be responsible for damage to property or injury to employees of The Panama Canal or the Panama Railroad Company as a result of the fault or negligence of the stevedoring force, other than that of the Panama Railroad Company, employed by or for such vessel.

A written acknowledgment from the agents of steamship lines or from the master of the individual vessel desiring to employ their own stevedoring force will be required to the effect that the liability, as indicated above, is assumed by the vessel or the owner thereof.

12. The Panama Railroad Company will not accept delivery of transfer cargo unless payment is made, or assured, for storage and other charges that may accrue to the Panama Railroad Company upon such cargo.

13. All charges against vessels must be paid or guaranteed before vessel's departure. The Receiving and Forwarding Agent will inform receiving carriers regarding storage charges that have accrued on cargo, before it is delivered to them.

14. For use of electric winches, industrial trucks and tractors, including operators, per hour or fraction thereof..... $1.50

For use of cargo trailers, without motive power, per hour or fraction thereof..... .25

15. Bills of lading, check books, and other shipping documents must be delivered to the Receiving and Forwarding Agent in time to permit an examination of such papers before vessels begin to discharge cargo.

Papers must plainly show weights and/or measurements of cargo to be handled.

If cargo is delivered on the docks without necessary shipping documents to insure prompt delivery, a charge of 10 cents per ton per day of 24 hours or fraction thereof or 5 cents per package per day of 24 hours or fraction thereof at the option of the Panama Railroad Company will be made against the delivering carrier from the time such cargo is landed on the docks until the shipping documents are delivered to the Receiving and Forwarding Agent.

16. No change in routing shown on bills of lading will be recognized or followed after check books and papers have been compared by the forces of the Receiving and Forwarding Agent, covering cargo to be discharged at the Atlantic or Pacific terminals. If delivering carriers desire to change routing on such cargo, it will be necessary for them to request the Receiving and Forwarding Agent, in writing, prior to commencement of discharge to make such changes if they desire to avoid rehandling charges. In the event such deviation from the original routing necessitates rehandling of the cargo, a charge of 75 cents per ton will be made against the delivering carrier.

17. Orders for outward cargo must be presented by receiving carriers in writing between 7 a. m. and 4 p. m., at least 6 hours prior to the time ship is ready to receive cargo, in order that there may be ample time to properly prepare papers and cargo check books. Cargo will be delivered or received from vessels in port during the following working hours, which will not be deviated from except at the discretion of the Receiving and Forwarding Agent in cases of emergency: From 7 a. m. to 3 p. m. and from 5 p. m. to 1 a. m.

18. Bills will be rendered on the tonnage (either weight or measurement) most advantageous to the Panama Railroad Company. In determining tonnage of lumber, 500 feet, board measurement, will constitute a ton, based on the measurement on which ocean freight is charged, commonly known as "freight" measurement.

19. Lumber and pig iron are accepted for transfer over docks only on the assumption by the delivering line of all liability for losses and damages except where such losses or damages are due to the negligence of the Panama Railroad Company.

20. In handling transfer cargo and making local deliveries in Colon and Panama, the Panama Railroad Company acts as the agent of the delivering steamship line and its liability is limited by any provisions of the bill of lading.

21. The Panama Railroad Company shall not be liable for losses on account of fire, unless due to the negligence of its employees.

22. The Panama Railroad Company shall not assume liability for losses or damages to commodities received on the docks in excess of $100 per case or package, unless a higher valuation is declared and the regular rates for the assumption of liability for such increased valuation on valuable goods are paid to the Panama Railroad Company in accordance with the terms of this tariff.

23. Valuable goods and cargo freighted on an *ad valorem* basis should be plainly indicated as such on bills of lading.

24. Transportation:

(*a*) Transfer cargo between terminals—

Through cargo in transit across the Isthmus of Panama will be accepted for transfer across piers and for transportation over the Panama Railroad from the slings of the delivering carrier at one terminal to the slings of the receiving carrier at the other terminal, under the conditions of through bills of lading, and subject to the rules and regulations and to the additional charges for storage after the expiration of the free period specified for through cargo, under Item 35 of this Tariff or as same may be modified from time to time, at the following net rates (without benefit of drawback) per ton—

(1) General cargo $6.00

(2) Coffee, cocoa, beans, guano, ivory nuts, nitrates and similar bagged commodities 5.00

(3) Live stock (including domestic and wild animals), live poultry and birds, and similar articles 16.00

(4) Explosives, acids, gas, fireworks, fuses, detonators, and similar articles 24.00

(5) Specie and treasure—

Gold, silver, currency (value U. S. C.), articles freight *ad valorem*, and articles valued at $500 or more per ton.

In addition to the rate shown in subparagraph (1) ..... $\frac{1}{3}$ of 1 percent up to a valuation of $50,000; and for all value above $50,000,

1/16 of 1 percent

Minimum charge per shipment $5.00

(*b*) Isthmian cargo—

(1) On cargo landed on the piers at Cristobal under through bills of lading for shipment over the Panama Railroad for delivery at line points or Balboa-Panama City; and on cargo landed

on the piers at Balboa under through bills of lading for shipment over the Panama Railroad for delivery at line points or Cristobal-Colon, the Panama Railroad will accept forty-five percent (45%) of the through freight when no other charges ordinarily belonging in a through freight rate are shown on the bills of lading. Under this arrangement, the Panama Railroad Company will handle the cargo over the piers into cars and transport it over the railroad from shipside to destination for 45% of the through freight charges, absorbing the pier handling charges in its proportion of the through freight.

(2) When the Isthmus (pier) handling charge is shown on the bills of lading separate from the through freight, the Panama Railroad Company will take the handling charge and thirty-three and one-third percent (33⅓%) of the through freight charges shown on the bill of lading.

(3) When charges (other than the Isthmus handling charge) are shown on the bills of lading, which are or should be a part of the through freight rate, the Panama Railroad Company will add those charges to the basic through freight and take 45% of the total as its proportion of the through freight.

(4) Cargo landed on the piers at Balboa for shipment over the Panama Railroad for delivery in Panama City will be subject to the rules, regulations, and rates specified in subparagraphs (*d*) and (*f*) of paragraph 3, Item 34.

25. Bananas or other unmanufactured native produce may be delivered to ocean-going vessels by small coasting craft, upon payment of a right of basin charges of $0.50 per ton for cargo handled in the terminal harbors, and $0.25 per ton for cargo loaded in Gatun Lake.

Vessels receiving cargo in this manner shall notify the Receiving and Forwarding Agent, Panama Railroad Company of amount so handled, either by copy of manifest, or letter.

Under no circumstances, however, will vessels be permitted to transfer cargo direct from one to the other away from the piers, unless there is no berthing space available at the piers.

26. When one vessel is allowed to lie alongside another vessel at the piers or away from the piers when no berthing space is available, requests to transfer cargo from one directly into the other, will be acted upon in each case by the Governor, The Panama Canal, and each request will be considered solely on its merits. The decision in any one case, in no way sets a precedent for future cases. For cargo transferred directly from one vessel to another where no work is performed by The Panama Canal or Panama Railroad Company:

Bananas or other unmanufactured native produce, per ton	$0.50
Other cargo, per ton	1.00

Ocean-going vessels transferring cargo under the provisions of this paragraph, shall furnish the Panama Railroad Company with complete manifests covering all cargo transferred, in order that complete statistical records may be kept as to cargo transshipped at the Isthmus, and permit a Panama Railroad Company representative to be present during such transfer.

27. Cargo consigned to the Isthmus for reshipment beyond, when so indicated on bills of lading turned over to the Receiving and Forwarding Agent prior to the commencement of discharge, will be classed as "Transit Cargo" and subject to charges under Item 35, paragraph 1, if forwarded complete as originally billed and the original bills of lading are surrendered to the Receiving and Forwarding Agent prior to reshipment.

28. For rates for handling cargo from vessels in distress see paragraph 2 of Item 30.

Item 35.

STORAGE ON PIERS.

(Definition of terms used—see Item 34.)

1. Transit cargo:

For first 35 days after delivery on pier	Free
For succeeding 30 days, per ton per day or fraction thereof	$0.03
Thereafter, per ton per day or fraction thereof	.05

2. Transit baggage:

For first 72 hours (3 days) after delivery on pier	Free
Thereafter, per piece per week or fraction thereof	.25

3. Canal Zone for Orders cargo:

(*a*) General merchandise which is actually received from water-borne commerce for reconsignment to points beyond the Isthmus, or merchandise originating locally for shipment in water-borne commerce, will be warehoused "for orders" at the terminal ports of The Panama Canal by the Panama Railroad Company. The Company, which is a corporation of the State of New York, with the usual rights and liabilities of a corporation, owns and/or operates modern steel and concrete, fireproof, and ratproof piers at both terminals (Cristobal and Balboa); and space on these piers is available for the storage and handling of goods under the arrangement "for orders."

(*b*) The essential working of this system is that goods are stored up to 35 days without charge, and after 35 days at the storage rates hereinafter specified, in custody of the Panama Railroad Company, which issues a negotiable receipt to the consignor, owner, or consignee, in exchange for negotiable bill of lading and forwards goods on presentation of the receipt and a form order, "Authority to deliver cargo from storage on piers." Goods so received and stored may be reforwarded by the consignor, owner, or consignee, in any quantity desired, as he directs, subject to the conditions printed on the warehouse receipt.

(*c*) The charges for handling and storing goods consigned to and forwarded from Canal Zone for Orders are as follows—

(1) For handling from ship's side to storage place, or to cars $1 per ton on general cargo, and on other com-

modities, one-half of the transferring rates provided in paragraph 2, item 34.

(2) For handling from storage place to ship's side, or to cars, the same rates as for receiving, as per (1) above. The minimum charge for handling goods withdrawn from storage place is $1.

(3) Storage: First 35 days after delivery to warehouse, free; thereafter, 3 cents per ton of 2,000 pounds, or 1½ cents per ton of 40 cubic feet per day or fraction thereof.

(4) Special rates on special commodities in large quantities may be obtained on request.

(*d*) The charge for receiving the goods will be made against delivering vessel; the charge for taking the goods from storage and delivering to vessels will be made against the receiving vessel. The charge for storage will be made against the owner of the goods and will be collected monthly.

(*e*) Any rehandling of goods for fumigation or other purposes, or labor for repairing of packages, will be charged for in accordance with the rules and rates for rehandling, repairing, etc., provided elsewhere in this tariff.

(*f*) The Receiving and Forwarding Agent will use his discretion as to what classes of goods may or may not be received and stored under the heading of Canal Zone for Orders. No shipment of goods requiring refrigeration should be made to Canal Zone for Orders without prior definite arrangement with the Receiving and Forwarding Agent.

(*g*) The Panama Railroad Company does not insure goods stored in Canal Zone for Orders warehouses. Arrangements for insurance will have to be made by the consignor, consignee, or owner of the goods.

(*h*) As a general policy, various lines operating out of Cristobal and Balboa to the west coast of South and Central America accept their proportion of the through rate from port of origin to port of ultimate destination for the haul beyond the Isthmus, as explained in the following paragraph.

(*i*) In connection with the Canal Zone for Orders arrangement, certain steamship lines agree to through billing arrangements by which shippers are enabled to consign goods to the Isthmus and subsequently to reconsign them to any port beyond the Isthmus to which there is a through rate from port of origin without sacrificing their right to the through rate.

This means that when goods move from New York to the Canal Zone, usual local rates will be charged to Cristobal or Balboa, as the case may be; but should the owner reforward by water to any other port to which there is a through rate from port of origin, he may do so upon payment of the receiving carrier's proportion of the through rate from port or origin to port of ultimate destination, plus handling charges from storage place to slings of receiving vessel; and upon evidence that the shipment, or any part of it, has moved beyond the Isthmus, the initial carrier will refund the difference between its proportion of the through rate applicable and the local rate.

(*j*) Under through billing arrangements agreed to by certain steamship lines, goods consigned to either terminal for orders may be reconsigned to points beyond the Isthmus and reforwarded via the Panama Railroad for transshipment at the opposite terminal upon payment of the receiving ocean carrier's proportion of the through freight rate from port of origin to port of ultimate destination, plus handling charges from storage place to cars. The handling charges from cars to ship's side will be absorbed by the Panama Railroad Company. In this case the Panama Railroad Company's freight charges will be those specified in paragraph 24 (*a*), Item 34 of this Tariff.

(*k*) Goods deposited in Hold for Orders warehouse, Cristobal, which consignees desire transferred to Hold for Orders warehouse, Balboa, will be assessed a charge of $1 per ton on general cargo and one-half the transfer rates on other commodities for handling from warehouse into cars at Cristobal, and a second charge of the same kind for handling from cars into warehouse at Balboa. The same charge will again apply when the goods are reforwarded from Balboa. The same handling charges will apply, vice versa, on goods "for orders" discharged from vessels at Balboa.

(*l*) Goods consigned Balboa for orders via Cristobal, and/or goods consigned Cristobal for orders, on which by previous arrangement the destination has been changed to Balboa for orders prior to arrival of the vessel, will be assessed one handling charge of $1 per ton on general cargo or one-half the transfer rates on other commodities for handling from shipside across piers and into cars at Cristobal, and from cars into the Hold for Orders warehouse, Balboa. The

same charge will apply when the goods are reforwarded from Balboa. The same handling charges will apply, vice versa, on goods moving under the same conditions in the opposite direction.

(*m*) Goods to be warehoused "for orders" should be consigned "Cristobal for orders" or "Balboa for orders." If the consignee named is not resident on the Isthmus the Panama Railroad Company will receipt for the goods delivered on its piers and transfer such goods to its warehouses, but will not assume any liability except as warehouseman. In case it is desired to reforward the goods the Panama Railroad Company will act as agent for the owner, consignor, or consignee. The fees for these services are as follows:

Reforwarding goods—

For each outward bill of lading..... $2.50

(*n*) There are no special forms for use in reshipping except the warehouseman's order to release the goods ("Authority to deliver cargo from storage on piers.") The shipper takes out his bill of lading and consular invoice and the cargo moves as regular outward local. Samples of the forms used, "Negotiable warehouse receipt" and "Authority to deliver cargo from storage on piers," will be supplied on request to the Panama Railroad Company, Balboa Heights, C. Z., or 24 State Street, New York City.

Item 36.

PANAMA RAILROAD COMPANY PASSENGER TARIFF.

First-class fares, per mile	$0.05
Second-class fares, per mile	.02½
Children between 5 and 12 years, 1st class	Same as second-class rate
Children, between 5 and 12 years, 2d class	Half second-class fare
Children, under 5 years, when accompanied	Free
Minimum fare	.10
Cash fares, on train, additional	.10
Mileage books (500 miles)	20.00
Parlor and chair car seats	.50
Special Sunday and holiday rates:	
First class, round trip	3.00
Second class, round trip	2.00

BAGGAGE ALLOWANCE.

	Free allowance.	Maximum liability.
First class full fare	150 lbs.	$100.00
First class half fare	75 lbs.	50.00
Second class full fare	75 lbs.	50.00
Second class half fare	35 lbs.	25.00

Baggage not exceeding the above weights will be carried free when accompanied by owner, between the stations shown on the tickets.

If the passenger's baggage weighs in excess of the above allowance, a charge of 1 cent per pound (any distance) for the excess weight will be made. Minimum charge, 25 cents.

The Railroad's liability is limited to wearing apparel and salesmen's samples, and not to exceed the maximum liability amounts shown above.

Passengers must sign a release provided for that purpose.

If a higher valuation is declared than the above maximum liability, a charge of ¼ of 1% on the excess valuation will be made. Minimum charge, 25 cents.

Baggage not accompanied by passengers will be shipped as express at the rates fixed in the express tariff.

Item 37.

BAGGAGE TRANSFER.

1. For transferring baggage between any two points within radius of operation of Panama Railroad or Panama Canal baggage trucks in the territory surrounding each Panama Railroad station:
   (*a*) Hand baggage or other small packages equivalent to hand baggage ..... each.... $0.25
   (*b*) Trunk or trunk equivalent ..... each.... .50
2. To or from points outside of the regular radius of operation of the trucks, special rate on request, which will be not less than double the basic rate.

Item 38.

SPECIAL TRAINS AND CARS.

1. Special trains:
   (*a*) Special train, consisting of engine, baggage, or buffer car, and necessary coaches, minimum charge, deposited or guaranteed in advance, $100. The rate for a round-trip within 12 hours, will be the same as for a 1-way train. If train does not return to starting point within 12 hours, an additional charge of $50 will be made without further time limit. The return movement must in all cases be for the account of the same passengers, or the full rate for a special train will be charged.
   (*b*) All passengers must be provided with tickets or other regular forms of transportation.
   (*c*) No special train will be furnished or operated for a revenue of less than $100.
   (*d*) When revenue equivalent to 100, or more, full first-class round-trip fares at commercial rates, the value of which equals or exceeds $100 is guaranteed, the special train charge of $100 will be waived.
   (*e*) When the special train charge of $100 is waived under the provisions of subparagraph (*d*), no refunds will be made for unused tickets, or portions of tickets, so as to bring the revenue below the value of 100 full first-class round-trip fares at commercial rates.
2. Special coach for passengers holding regular transportation, good on trains to which coach is to be attached (one way) $20.00
3. Motor car No. 2.
   One way not exceeding 8 hours 40.00
   Round trip not exceeding 8 hours 60.00
   Addition charge over 8 hours, per half-hour or fraction thereof 5.00
   Number o passengers limited to 8. No tickets or passes required.
4. Motor cars Nos. 3 and 4:
   One way not exceeding 8 hours 80.00
   Round trip not exceeding 8 hours 120.00
   Additional charges over 8 hours per half-hour or fraction thereof 5.00
   Number of passengers limited to 30. No tickets or passes required.

Item 39.

PANAMA RAILROAD COMPANY FREIGHT CLASSIFICATION AND TARIFF.

1. Effective January 1, 1923, the Panama Railroad Company adopted the rates, rules and regulations contained in the Official Classification, as approved by the Interstate Commerce Commission of the United States of America, and began to haul freight under the contract terms and conditions of the Uniform Bill of Lading, and the Uniform Live Stock Contract, as printed in the Official Classification.

2. All local shipments will be classified in accordance with the Official Classification of the United States, as approved by the Interstate Commerce Commission, with the following exceptions:

(*a*) Shipments of cargo from ship to ship over the Panama Railroad between the Atlantic and Pacific terminals will be continued at the rates fixed in Item 34, paragraph 24, of this Tariff.

(*b*) Shipments between Panama and Balboa docks will be handled in accordance with paragraphs 3 (*d*) and 3 (*e*), Item 34, of this Tariff.

	Rating.
(*c*) Automobile parts and accessories (excepting tires and tubes)—	
In boxes, barrels, crates or packages, L. C. L.	2
Loose or in packages, named, C. L. (minimum of 24,000 pounds)	4
(*d*) Bananas, green—	
In bunches or in packages, L. C. L.	4
In bunches or in packages, C. L. (m/n 20,000 lbs.)	5

When the shipper calls for two or more cars, and loads them himself, if on weighing the cars it is found that some have been loaded to exceed the carload minimum, and others contain less than the carload minimum, and if combined weights of all cars do not exceed a total of the carload minimum multiplied by the number of cars loaded, the total freight charges shall not exceed the minimum carload charge multiplied by the number of cars loaded.

(*e*) Circus, opera, and/or theatrical outfits: Rating.

Not to include personal baggage, L. C. L 1

Carloads, including animals, any distance, $50 for first car, $40 for second car, and $30 for each additional car, when moved as one consignment, under one bill of lading.

(*f*) Coal:

Anthracite, bituminous, blacksmith, cannel, lignite, briquettes, C. L. (m/n 40,000 lbs.) 6

(*g*) Fruits, tropical (edible, fresh, not including cocoanuts or cacao)—

In sacks, barrels, boxes, crates, L. C. L 4

In packages named, in bulk, C. L. (m/n 20,000 lbs.) 5

(*h*) Hats, Panama:

Not accepted for local shipment as freight. (See Rule 3, Official Classification.)

(*i*) Live stock—

Live stock, chiefly valuable for breeding, racing, show purposes, or other special uses.

Ordinary live stock.

Rate here quoted to be used only under the conditions specified in the Official Classification and where it says, "C. L. rates and C. L. minimum weights in tariffs of individual carrier will apply."

Carloads, except hogs, goats, and sheep (m/n 15,000 lbs.) 2

(When actual weight is not obtainable an estimated weight of 800 pounds per animal will apply.)

Hogs, goats, and sheep, C. L. (m/n 10,000 lbs.) 2

(When actual weight is not obtainable an estimated weight of 175 pounds per animal will apply.)

Where inspection is required, the properly executed inspection certificate must be furnished the Panama Railroad Company forwarding agent before the live stock is loaded into car.

Shippers must give the Panama Railroad Company sufficient notice so that properly in-

spected equipment can be provided before shipment can be accepted.

(*j*) Lumber—

Balsa, cedar, cocobolo, lignum-vitæ, mahogany, nazarene—

Exceeding 13/16-inch in thickness— Rating.

Loose or in packages, L. C. L..... 3

Loose or in packages, C. L. (m/n 36,000 lbs.) 5

Lumber, N. O. I. B. N., exceeding 13/16-inch in thickness—

Loose or in packages, L. C. L..... 5

Loose or in packages, C. L. (m/n 36,000 lbs.) 6

(*k*) Logs:

Balsa, cedar, cocobolo, lignum-vitæ, mahogany, nazarene—

Loose or in packages, L. C. L..... 4

Loose or in packages, C. L. (m/n 36,000 lbs.)... 5

Logs, native, N. O. I. B. N.—

Loose or in packages, L. C. L..... 4

Loose or in packages, C. L. (m/n 30,000 lbs.)... 6

(*l*) Refrigerated products—

(See Rules 31 and 32, Official Classification.)

Cost of refrigeration will be charged in addition to regular freight rate.

Charge for refrigerating a car..... $20.00

Minimum charge (whether C. L. or L. C. L.) including refrigeration of car..... 52.50

On L. C. L. shipments loaded in the same car, the charge of $20 for refrigeration, or the minimum charge of $52.50 will be prorated to each L. C. L. shipment on the basis of the regular freight charges on such shipments.

Sufficient advance notice must be given for the combining of shipments and the preparation of cars.

(*m*) Sand, gravel, and crushed rock in carload lots, any distance, subject to drawback provided in paragraph 6, Item 39, per cubic yard..... 3.00

(*n*) Sewing machines—

Foot, hand, or electric—

Not crated or boxed, but machine head fully

	Rating.
protected and Panama Railroad Company released from all risk of loss or damage, L.C.L.	3t1
If machine head not properly protected and Panama Railroad Company not fully released, not accepted for shipment.	
(*o*) Sugar cane—	
In bundles, barrels, boxes, crates, L. C. L.	4
In packages named, in bulk, C. L. (m/n 30,000 lbs.)	5
(*p*) Trunks—	
Trunks containing household goods and/or personal effects, not boxed or crated but securely locked, strapped, or roped, Panama Railroad Company released from all risk, L. C. L.	2t1
If not securely locked, strapped, or roped, and Panama Railroad Company not fully released, not accepted for shipment.	
(*q*) Vegetables—	
Fresh or green—	
In sacks, barrels, boxes, crates, L. C. L.	4
In packages named, in bulk, C. L. (m/n 20,000 lbs.)	5
(*r*) Scrap of all kinds, second-hand or obsolete material equipment, or property, purchased from The Panama Canal, the Panama Railroad Company, or from local units of the Army or Navy, in carload or less than carload lots, from place of purchase to destination, initial movement only, per 100 pounds	$0.20
(*s*) Coconuts—	Rating.
In bags, barrels or boxes, L. C. L.	4
In packages named or in bulk, C. L., minimum weight 40,000 pounds	6

3. The following rates in cents (U. S. C.) per 100 pounds, between all stations, will apply:

	1st class.	2d class.	3d class.	4th class.	5th class.	6th class.	R.25 class.	R.26 class.
For any distance not exceeding 25 miles	.40	.35	.30	.25	.20	.15	.30	.25
For any distance exceeding 25 miles but not over 50	.50	.45	.40	.30	.25	.20	.40	.30

Minimum charge for any single shipment, 50 cents (U. S. C.).

4. All shipments will be subject to all the rules and regulations of the Official Classification, including the conditions of the Uniform Bill of Lading and Live Stock Contract.
5. Where the specific requirements of the Official Classification as to the particular packing of shipments are waived, the Panama Railroad Company will be released from all risk of loss or damage; otherwise, Section 3, Rule 5, will apply.
6. Products of the Republic of Panama and/or the Canal Zone, manufactured or unmanufactured, will be accepted and billed at one-half of the tariff rates when satisfactory evidence is furnished the Forwarding Agent of the Panama Railroad Company that they are *bona fide* products of the Republic of Panama and/or the Canal Zone, but in no case shall the charge for a single shipment of native products be less than 50 cents (U. S. C.).

Item 40.

PANAMA RAILROAD COMPANY EXPRESS TARIFF.

1. Express shipments will be accepted and carried, as far as practicable, in accordance with the conditions, rules, and regulations applicable to shipments by freight as set forth in Item 39.
2. The following rates in cents (U. S. C.) per 100 pounds, between all stations, will apply on all express shipments not exceeding $100 in valuation except as specified in the following paragraphs:

   For any distance not exceeding 25 miles $0.60
   For any distance over 25 miles but not exceeding 50 miles ..... .75

   Freight Tariff rates will apply when in excess of the above. Heavy and bulky freight, which cannot be handled by regular station employees, or at stations where loading or unloading facilities are not sufficient for handling, will not be accepted for shipment.
3. If valuation in excess of $100 is declared, additional charge will be made on the excess valuation at the rate of $\frac{1}{4}$ of 1%.
4. Bank bills, coin, or currency; deeds, drafts, notes or valuable papers of any kind; jewelry; postage stamps, or articles with postage stamps affixed; precious metals or articles manufactured therefrom; precious stones; Panama hats or other articles of extraordinary value, N. O. I. B. N. A charge of $\frac{1}{4}$ of 1 percent *ad valorem* will be made on the value in excess of $100, in addition to the regular express rates charged on the weight of the shipment.
5. Baggage, either personal or samples, in cases or trunks, uncrated, but securely locked, strapped, or roped. Any distance ..... per lb $0.01
6. Household goods, furniture, phonographs, and radio receiving sets ..... 2 times express rate per cwt.
7. Sewing machines, hand, foot, or electric, uncrated, but with head fully protected ..... Same as household goods
   (If head not fully protected, not accepted for shipment.)
8. Empty milk-shipping cans and ice cream containers of approximately the same size as milk cans, when returned after shipment over road by express any distance ..... each $0.10
9. Live poultry (not fancy), live pigeons (not fancy), in coops or crates ..... $1\frac{1}{3}$ times express rate per cwt.

10. Live stock as specified by the Official Classification, securely crated or boxed, valuation not to exceed $50 per animal, and subject to the regulations governing the acceptance of heavy and bulky freight.....2 times express rate per cwt.
11. Dogs, chained and muzzled, uncrated, valuation not to exceed $25. Any distance.....each..... $1.00
    Crated or boxed, regular rate will apply.
12. Parrots, monkeys, live pets, on chains, not in crates or cages, valuation not to exceed $25. Any distance...each..... 1.00
13. Dogs, parrots, monkeys, live pets, where valuation exceeds $25, not taken unless securely crated or boxed, or in secure cages. If securely crated or boxed, or in secure cages, valuation not to exceed $50.....each.....
    2 times express rate per cwt.
14. Bears, on chains, must be accompanied by attendant holding regular first or second-class transportation. Any distance .....each..... $7.50
15. Bears, in secure cages or securely boxed or crated.....
    2 times express rate per cwt.
16. Lions, in strong boxes or cages, must be accompanied by attendants holding regular first or second-class transportation .....each.....$25.00
17. Tigers, pumas, leopards, in strong boxes or cages, must be accompanied by attendant holding regular first or second-class transportation. Any distance.....each..... 15.00
18. Single packages of merchandise (live animals, birds, snakes, etc., excepted) not exceeding fifteen (15) pounds in weight nor $25 in valuation, any distance..... per package..... .25
19. Minimum charge on any single shipment (except single package not exceeding 15 pounds). Any distance..... .50
20. Products of the Republic of Panama and/or the Canal Zone, manufactured or unmanufactured, will be accepted and billed under the same conditions as freight, but subject to the established express minimum.
21. Canoes and small boats, with sails, oars, seats, cushions, etc., securely tied inside, but without engines or motors installed, crated or uncrated, will be shipped at "Owner's Risk" at regular express rates, subject to a minimum weight of 800 pounds each.
22. Motorcycles, with or without side cars, crated or uncrated, will be shipped at "Owner's Risk" at 3 times express rate per cwt.

Item 41.

PANAMA RAILROAD COMPANY SWITCHING TARIFF.

Line Haul Switching.

1. For switching cars of cargo from the docks at Cristobal or Balboa to terminal yards for movement over the Panama Railroad..... No charge
2. For switching cars of freight, which have moved over the Panama Railroad, from terminal yards to the docks at Cristobal or Balboa for delivery to vessels..... No charge
3. For switching loaded cars from industrial or private tracks to yards for movement over the Panama Railroad, per switch (any number of cars)..... $5.00
4. For switching loaded cars, which have moved over the Panama Railroad, from yards to industrial or private tracks, per car..... 5.00

   (This charge does not apply on cars consigned to Fort Amador or points on the Fort Randolph branch.)

Terminal Switching.

5. For switching cars of inbound cargo from the docks at Cristobal or Balboa to points in the terminal yards, other than the dock team tracks, per car..... 7.50

   (This charge does not apply on cars consigned to Fort Amador or points on the Fort Randolph branch.)
6. For switching loaded cars from the docks or Colon-Cristobal yards to Mt. Hope yard for movement to points on the Fort Randolph branch, per car..... 5.00
7. For switching loaded cars, which have moved over the Fort Randolph branch, from Mt. Hope yard to the docks or points in Colon-Cristobal yards, per car..... 5.00

   (For moving loaded or empty cars between Mt. Hope yard and points on the Fort Randolph branch in either direction, the charges will be assessed at locomotive service rates.)
8. For switching passenger coaches, parlor cars, hospital cars or passenger service cars moving on regular passenger trains, between the docks and Colon-Cristobal yards in either direction, per car..... 5.00

9. For switching passenger coaches with tourist parties from the Cristobal Coaling Plant to Colon yard and return to coal dock, per car $10.00

10. For switching loaded cars between Balboa yard and Panama yard, in either direction, per car 15.00

11. For switching loaded cars between Balboa docks or yard and the Army interchange track (Field siding) at Fort Amador in either direction, per car 10.00

    (For moving cars beyond the Army interchange track, the charges will be assessed at locomotive service rates.)

12. For switching loaded cars, which have not moved over the Panama Railroad, between any two points inside yard limits, per car 10.00

    (This charge includes cars switched from points in the terminal yards to the docks at Cristobal or Balboa,)

13. For switching empty cars, which have been ordered for loading but which have not been loaded, from yard to industrial or private tracks and return to yard, per car 10.00

14. For special switching of cars of cargo (performed between regular out-drags of cars) from the docks at Cristobal or Balboa to yards for movement over the Panama Railroad or to private or industrial tracks within the terminal limits, per car 10.00

    NOTE.—If an engine is required to stand by until a car is loaded, or unloaded, or is unduly delayed by consignor or consignee in making a switching movement, a charge will be made for locomotive service at tariff rates, in addition to the switching charge.

Item 42.

PANAMA RAILROAD COMPANY STORAGE AND CAR DEMURRAGE RATES.

Storage.

1. Storage charges will be made on shipments remaining at the stations of origin or destination longer than 72 hours after notice of arrival, at the following rates:
   (*a*) Freight, per 100 pounds per day of 24 hours, or fraction thereof $0.03
   (Minimum charge, $0.25.)
   (*b*) Express and baggage, per package per week, or fraction thereof ..... .25
2. Free time will begin the first 7 a. m. after notice of arrival is sent or given to consignee.
3. In computing time on freight shipments, Sundays and legal holidays of the Republic of Panama and the Canal Zone will be excluded from both free and chargeable time.

Car Demurrage.

4. Cars held for or by consignors or consignees for loading or unloading are subject to the following demurrage rules and charges:
   (*a*) Free time allowed—
      (1) One to 9 cars inclusive—
         Seventy-two hours (3 days) free time will be allowed for loading or unloading all commodities.
      (2) Ten or more cars—
         Seventy-two hours (3 days) free time for the first 9 cars, plus 24 hours (1 day) free time for each additional group of 3 cars (or fraction thereof), will be allowed for loading or unloading all commodities.
   (*b*) Computing time—
      (1) On cars held for loading, time will be computed from the first 7 a. m. after placement, and without notice of placement.

(2) On cars held for unloading, time will be computed from the first 7 a. m. after placement, and after the day on which notice of arrival is sent or given to the consignee.

(3) In computing time, Sundays and legal holidays of the Republic of Panama and the Canal Zone will be excluded from both free and chargeable time.

(*c*) Demurrage charges—

(1) After the expiration of free time allowed, a charge of $3 per car per day, or fraction of a day, will be made until car is released..... $3.00

Item 43.

QUARANTINE INSPECTION OF CATTLE AND OTHER FOOD ANIMALS.

1. Quarantine inspection of all food animals imported into, transshipped through, or offered for sale in the Canal Zone:

Per animal..... $0.10

Item 44.

RENTAL OF BOATHOUSES.

1. At Cristobal:

Per lineal foot, per month..... .60

(Minimum charge per boat, $15 per month.)

Charge will be made for the actual number of days or fraction thereof that the space is occupied.

Item 45.

VOLUNTEER FIRE FIGHTERS.

1. For the services of volunteer fire fighters engaged in fighting fire on a vessel, each, per hour or fraction thereof.... 1.00

MR 49660—Panama Canal—6-27-36—4,500

Panama Canal—7-31-36—3500

THE PANAMA CANAL
PANAMA RAILROAD COMPANY
EXECUTIVE OFFICE

BALBOA HEIGHTS, C. Z., *July 28, 1936.*

Supplement No. 1 — Tariff No. 12.

Item 38.

SPECIAL TRAINS AND CARS.

(Effective August 1, 1936)

Add:

5. Motor Car No. 5.

One way not exceeding 8 hours	$125.00
Round trip not exceeding 8 hours	185.00
Additional charge over 8 hours, per half-hour or fraction thereof	5.00

Number of passengers limited to 46. No tickets or passes required.

J. L. SCHLEY,
Governor, The Panama Canal,
President, Panama Railroad Company.

Panama Canal—3-9-37—3,509

THE PANAMA CANAL
PANAMA RAILROAD COMPANY
EXECUTIVE OFFICE

BALBOA HEIGHTS, C. Z., *February 4, 1937.*

Supplement No. 2 — Tariff No. 12.

Item 5.

TUGS, SUPPLY BOATS AND LAUNCHES.

4. Salvage Service:
   (a) U. S. Favorite: (Amend to read as follows)
   When called for salvage work-

First 24 hours or fraction thereof, minimum	$1,500.00
Each 24 hours thereafter	1,500.00
Additional hours:	
Per hour or major fraction thereof	65.00

C. S. RIDLEY,
Governor, The Panama Canal,
President, Panama Railroad Company.

Panama Canal—3-10-37—3,500

THE PANAMA CANAL
PANAMA RAILROAD COMPANY
EXECUTIVE OFFICE

BALBOA HEIGHTS, C. Z., *March 5, 1937.*

Supplement No. 3 — Tariff No. 12.

GENERAL CONDITIONS (Page 6)

Add:

6. No manufacturing or repair job shall be undertaken, miscellaneous services rendered, or supplies furnished, except upon deposit in advance in the form of cash, certified check or other security satisfactory to the Comptroller, The Panama Canal, sufficient to cover the total cost thereof, unless exemption from such deposit has been duly authorized.

GLEN E. EDGERTON,
Acting Governor, The Panama Canal,
2d Vice President, Panama Railroad Company.

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